

May 30, 2009

### Group 3

- Crossing Beacon Avenue at 17<sup>th</sup> is challenging (Library and transit station at the intersection)
- 14<sup>th</sup> Avenue North of Bayview – narrow sidewalks with chain link fences right up to sidewalk edge
- Challenges getting around the neighborhood with all the construction
- Bus parking near school very challenging for:
  - Beacon Hill – need to arrive 30 minutes early, before parents in cars take all parking spots
  - El Centro after school program
- El Centro wants a 65' height limit for redevelopment
- Bikes need to respect traffic laws, especially along Beacon Avenue
- Beacon Avenue needs to be improved for bike and pedestrian safety
- 15<sup>th</sup> Avenue is an alternate route in order to avoid Beacon congestion
- Articulated buses block traffic lanes – bus pull outs are needed
- There are no sidewalks on South Beacon Avenue – improvements are needed
- Need better management of transportation modes on Beacon Avenue – traffic calming, more crosswalks, more enforcement and signs to show drivers crosswalks ahead
- Some congestion on Beacon is due to backups on I-5
- Traffic speed on Beacon makes pedestrian crossings challenging
- Greenbelt is missing a link – Bayview and/or College could become green streets for pedestrians and bikes
- Crosswalks need to be clearly designated
- Walking from Beacon Hill to Franklin High School is very dangerous – there are no sidewalks – too hilly for bikes and dangerous for bikes. Better street lighting would help
- McClellan is steep, claustrophobic and smelly
- Need bike lanes on 14<sup>th</sup> and 15<sup>th</sup> – these streets are good routes for bikes
- Need a safe way to Jefferson Community Center – Beacon, McClellan, and Hanford are all unsafe for pedestrians and bikes
- Need safe routes to schools, Community Center, Library
- Limited pedestrian access to SODO – need more, safer routes
- Bayview stairs to SODO a possible connection, but sketchy, through private property, rickety steps, rubbish, etc.
- Extend Jefferson Park greenness north along Beacon – streetcar?
- Investigate, changing Neighborhood Planning area and urban village boundaries to reflect changes since 1994 – light rail station is at the edge of the urban village rather than at the center
- Improve connectivity to International District – Rizal Bridge not great for pedestrians and bikes
- Better connections to West Seattle
- Conditions will change after Light Rail – continue re-assessing
- Process is too rushed – will City come back to review and revise?
- Light rail will change dynamic – hard to know exactly how until service starts

May 30, 2009

- Need to revisit plan after some time has passed to see how light rail changes things (5 years?)
- El Centro Ideas:
  - Senior housing
  - Interior public Market
- Intersection at Library – better pedestrian crossing and visibility
- Major pedestrian crossing between Red Apple and Sound Transit Station
- McClellan and 21<sup>st</sup> need improvement for pedestrian crossing – very dangerous
- Fix pedestrian buttons at all-way crossing at Beacon and 15<sup>th</sup>
- Need crosswalk at 15<sup>th</sup> and McClellan
- Hope Red Apple doesn't leave – housing above would be good
- Preserve alleys – use for pedestrian access
- Alleys good for kids
- Plaza for open market and cultural activities on El Centro in exchange for extra height in SW corner
- Think about El Centro in short term and long term and Sound transit site
- Alleys need improvement – keep clean – adopt an alley program
- Designate special key network alleys
- Think about destinations in and out of town center. Don't forget commercial area south of the 5 minute walking radius around the light rail station.
- Divert traffic off of Beacon Avenue between McClellan and the big diamond intersection (at 15<sup>th</sup>) along 15<sup>th</sup>
- Key intersection at 15<sup>th</sup> and McClellan if traffic is diverted off Beacon Avenue
- Protecting property owners who pay higher taxes due to zoning – need program, especially for seniors on fixed incomes
- Open space surrounding light rail station would create a centerpiece in neighborhood
- Okay to put more height along Beacon Hill in exchange for big open space
- Concern about cascading effect of up-zoning core, even to NC-65, could spill out in concentric circles surrounding the center of neighborhood – blocking views of mountains
- Tension between density and vitality versus comfortable and small scale development
- Design guidelines could help mitigate density
- Want commitments from City for up zoning – want promises
- Community has no bargaining chips – want something to respond to
- We want affordable housing, open space, alleys, boulevards, festival streets, pedestrian improvements.
- Publicly accessible observation deck with café – open stairs leading to public roof deck would be a great public amenity
- Scatter tall buildings – don't concentrate all along Beacon Avenue
- Need zone in between NC 40 and NC 65
- Artwork
- More distribution of commercial zoning – traditional 4-corner pockets, especially live/work units

May 30, 2009

### Summary / Key Points

- Identified several key pedestrian crossings for improvement – signal, visibility, crosswalk, alleys-network
- Pedestrian connection needed between north end of Cheasty up to east slope – less steep than McClellan – also better pedestrian connection to SODO
- Make Beacon safe for all modes to co-exist
- Re-orient planning area to make station at center and include commercial areas south
- When do we next revisit neighborhood plan – especially given the change light rail will bring
- No conclusion on higher density and amenities – tension
- Short term and long term uses of El Centro